

glideslope/glidepath, unless cleared otherwise by ATC. Aircraft will not be vectored to intercept the final approach course at an angle greater than thirty degrees.

2. The final monitor controller will have the capability of overriding the tower controller on the tower frequency as well as transmitting on the PRM frequency.

3. Pilots will be instructed to contact the tower frequency prior to the point where NTZ monitoring begins. Pilots will begin monitoring the secondary PRM frequency at that time (see Dual VHF Communications Required below).

4. To ensure separation is maintained, and in order to avoid an imminent situation during PRM approaches, pilots must immediately comply with monitor controller instructions.

5. Aircraft observed to overshoot the turn or to continue on a track which will penetrate the NTZ will be instructed to return to the correct final approach course immediately. The final monitor controller may cancel the approach clearance, and issue missed approach or other instructions to the deviating aircraft.

PHRASEOLOGY–

“(Aircraft call sign) YOU HAVE CROSSED THE FINAL APPROACH COURSE. TURN (left/right) IMMEDIATELY AND RETURN TO THE FINAL APPROACH COURSE,”

or

“(Aircraft call sign) TURN (left/right) AND RETURN TO THE FINAL APPROACH COURSE.”

6. If a deviating aircraft fails to respond to such instructions or is observed penetrating the NTZ, the aircraft on the adjacent final approach course (if threatened) will be issued a breakout instruction.

PHRASEOLOGY–

“TRAFFIC ALERT (aircraft call sign) TURN (left/right) IMMEDIATELY HEADING (degrees), (climb/descend) AND MAINTAIN (altitude).”

7. Radar monitoring will automatically be terminated when visual separation is applied, or the aircraft reports the approach lights or runway in sight or within 1 NM of the runway threshold. Final monitor controllers will not advise pilots when radar monitoring is terminated.

f. Attention All Users Page (AAUP). At airports that conduct PRM operations, the AAUP informs pilots under the “General” section of information relative to all the PRM approaches published at a specific airport, and this section must be briefed in its entirety. Under the “Runway Specific” section, only items relative to the runway to be used for landing need be briefed. (See FIG 5–4–24.) A single AAUP is utilized for multiple PRM approach charts at the same airport, which are listed on the AAUP. The requirement for informing ATC if the pilot is unable to accept a PRM clearance is also presented. The “General” section of AAUP addresses the following:

1. Review of the procedure for executing a climbing or descending breakout;
2. Breakout phraseology beginning with the words, “Traffic Alert;”
3. Descending on the glideslope/glidepath meets all crossing restrictions;
4. Briefing the PRM approach also satisfies the non-PRM approach briefing of the same type of approach to the same runway; and
5. Description of the dual communications procedure.

The “Runway Specific” section of the AAUP addresses those issues which only apply to certain runway ends that utilize PRM approaches. There may be no Runway Specific procedures, a single item applicable to only one runway end, or multiple items for a single or multiple runway end/s. Examples of SOIA runway specific procedures are as follows: